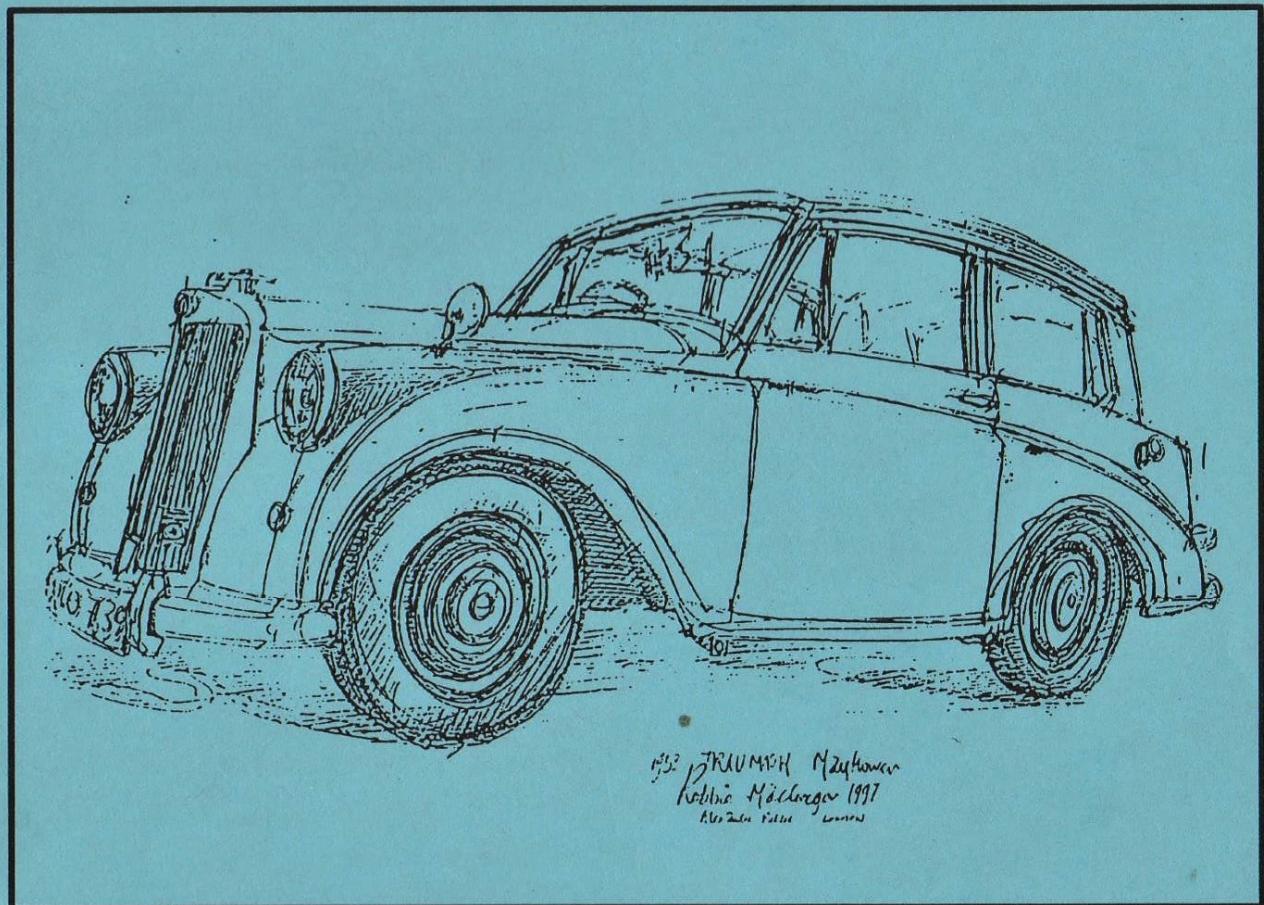


# Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 1998 No. 87



# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

## Club Officials for 1997-98

### CHAIRMAN

Peter Benfield  
Low Beck, Cow Lane, Middleton Tyas  
Richmond, N. Yorks DL10 6RG

### VICE CHAIRMAN

Tony Booth  
1 Parkside, Hensington Gate  
Woodstock, OX20 1UR  
Tel: (01993) 811642

### GENERAL AND MEMBERSHIP SECRETARY

John Oaker  
19 Broadway North  
Walsall, West Midlands WS1 2QG  
Tel: (01922) 633042

### NEW SPARES SECRETARY

John Gogay  
Cherry Hinton, Orchard Way  
Wilmington, Kent DA2 7ER  
Tel/Fax: (01322) 221493

### SECONDHAND SPARES SECRETARY

Jim Smethurst  
18 Beech Grove, Ashton, Preston PR2 1DX  
Tel: (01772) 726519

### MAGAZINE EDITOR/ TREASURER

Phil Benson  
4 Dunlin Close, Redhill, Surrey RH1 5HJ  
Tel: (01737) 772202

### RALLY SECRETARY

Howard Pryor  
12 Park Road, High Barnet, Herts EN5 5SQ  
Tel: 0181-440 8623

### CLUB HISTORIAN

Steve Coulman  
23 Park Street, Messingham  
Scunthorpe, S. Humberside DN17 3RU  
Tel: (01724) 767061

### ORDINARY MEMBER No. 1 No. 2 No. 3 No. 4

John Oglesby  
Forbes Alexander  
Martin Bishop  
Paul Norton

---

When writing to a committee member and you require a reply, please enclose a  
Stamped Addressed Envelope

Please note that all the above committee members fulfil their positions in their spare time and not  
as a full-time occupation, so when contacting them other than by letter, please ensure that  
you choose a reasonable time of day

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The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

## NOTICE OF

## ANNUAL GENERAL MEETING SUNDAY 29th MARCH 1998

2.00 to 4.30 pm to be held at

**ALUMWELL JUNIOR SCHOOL  
PRIMLEY AVENUE, WALSALL WS2 9UP**

(The school is situated 400 yards from the M6 Motorway Junction 10 roundabout — in the direction of Walsall)

**AGENDA**

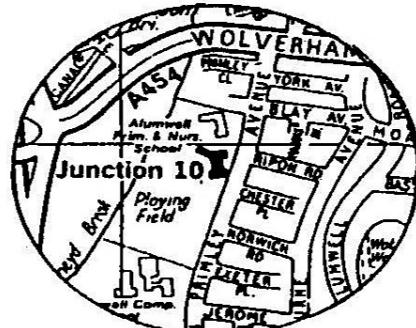
1. Apologies for absence
2. Minutes of the last AGM and matters arising
3. Reports from committee members
  - Chairman
  - Membership Secretary
  - Treasurer
  - Spares Secretary
  - Editor
4. Election of Officers
5. Spares Secretaries Reports
6. Any other business

**Notes:**

Correspondence about the AGM — Any apologies for absence, informal enquiries about committee posts, nominations for committee posts etc should be sent to the Chairman

Election of Officers — the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for re-election at the AGM. The present holders are allowed to be re-elected, unless they no longer wish to stand. The jobs of Spares Secretaries, Magazine Editor, and Archivist are appointed by the committee so do not become available automatically at the AGM.

**Any Other Business.** This is an open forum session. The Chairman tries to get the rest of the meeting completed in the first hour which gives plenty of time for a more 'informal' approach to be taken and for everyone to join in. Please do not think it is a 'boring' afternoon. Everyone there is just as interested in Triumph Mayflowers, and probably all cars, as you are. Please try to attend if you want to take a more active part in the club. It is a great chance to make friends, and possibly arrange next summer's outings to rallies, etc. If you come, try to bring details of your local events.



Editorial

## 75 years

THE SUMMER of 1998 looks like being quite special to all us Triumph fans. We celebrate 75 years of Triumph cars this year, and a very splendid show/rally is being organised at the Heritage Motoring Centre at Gaydon on Sunday 31st May.

Our club is putting together two stands, one that will have five Mayflowers present (one in each of the colours originally manufactured). The other stand will be a display of Mayflower sales brochures, other literature, information and memorabilia that will portray the history of our cars.

Howard Pryor needs our help on the day to man the stands. If you are likely to attend and can spare about half an hour then please give any committee member a quick ring and offer your help. Howard will prepare a duty rota and will let everyone know what is needed in advance. Even if you can't help we do hope to see you there on the day. Please make sure you stop by and say hello.

Another fun day this summer should be our annual rally. In an effort to gather together with the Roadster and Razoredge clubs once again, and also to provide wider interest to members and their families, we have agreed to accept an invitation to join the 'Sporting

Bears' rally at Kimbolton Castle on Sunday 19th July.

We will have a rally within a rally. Our area is being reserved within the main show, and we have been guaranteed plenty of space to have our usual picnics, barbecue lunches, etc. Once again I hope we can have a wonderful turnout and the weather matches our enthusiasm.

The first date lined up for us all this year is, of course, our Annual General Meeting on Sunday 29th March. Once again this is being held centrally, at Alumwell Junior School in Walsall, just off the M6.

### Thank you John

All the AGM arrangements once again being courtesy of John Oaker. John is one of the unsung heroes of the Mayflower Club. He maintains all our membership and payment records and sorts out any members problems when they are joining, leaving, buying cars or trying to sell them.

On rally days he's a tireless worker, organising the voting for 'Best Car', etc. In between times he's a great listener and always gives good and honest advice to prospective members and members. In this edition you will see that he has taken it upon himself to organise a club discount with Footman James for car insurance. I'm sure you will all join with me in saying to him a big and for once public 'Thank You'.

The days of four star leaded petrol seem to be numbered. By the year 2000 it will be scarce, and fast becoming unavailable. This is far more of a problem to us than any 'Millenium computer bugs' we are being hyped aware of.

Our choices will be 'additives' that haven't been proven to work or stay at home. I'm considering taking an engine that I have rebuilt (ready for the car I'm restoring) off

**NEW SPARES SERVICE**

Some enquiries are still going to the old address, please note

**NEW ADDRESS:**

**CHERRY HINTON  
ORCHARD WAY, WILMINGTON  
DARTFORD, KENT DA2 7ER**

**DON'T FORGET  
THE AGM  
SUNDAY MARCH 29th**  
at Alumwell Junior School  
Primley Avenue, Walsall WS2 9UP

to a specialist to see if it can be converted to run on 'lead-free'.

If not, then perhaps I would be better off converting to 'Toledo' TR7 power which can be adapted. (I'm not convinced by these new-fangled electricity and steam conversion hobbies we've been told about over the last few years!)

Has anyone any better ideas? Can a TR7 engine be squeezed in? Over to you . . .



**TRIUMPH MAYFLOWER  
CLUB SHIRTS  
SHORT-SLEEVED POLO &  
LONG-SLEEVED SWEAT SHIRTS**

**WITH EMBROIDERED MAYFLOWER LOGO**

**Available in Small, Medium, Large, Extra Large, and Extra Extra Large**

**Colours available:**

Navy, Black, Red, Bottle Green, Emerald, Sky, White, Bright Yellow, Royal Blue, and Maroon

**Prices: Polo Shirts — S/M/L £14 ExL/ExExL £15  
Sweat Shirts — S/M/L £16.50—ExL/ExExL £17.50**

**ORDER FROM THE SPARES SECRETARY**

(Cheque with order please, made payable to Triumph Mayflower Club. Add £2 per garment for P&P)

# Chairman's Report

THIS IS the year when our Club has an important part to play in the celebration of the 75th year of the birth of the Triumph marque and I would appeal to all owners of our Mayflower model to make that little extra effort this year to attend either the celebrations at Gaydon on 30/31 May or our July gathering at Kimbolton Castle — even better if you can make both!

Most Club members will be aware of the Gaydon gathering and together with John Oaker I am attending a planning meeting in the next few days, at the Heritage Centre where we hope to see what part our club can play in what promises to be the largest gathering of Triumph cars ever brought together on one occasion.

I'm sure this will be an exciting and historic event not to be missed. We are both hoping to report to our AGM on the 29th March just how we can play the most effective part in the unique setting of the Heritage Centre.

On a more mundane note the winter months for most members is a time for consolidation with their cars when the rattles and squeaks (and leaks!) from the previous summer can receive attention.

The extremely mild weather experienced by most of the country in late January and early February has meant that garages have not been quite as cold as previous winters and I have made use of these conditions to correct the odd fault or two.

I'm sure most of you have wondered (and sympathised) at the factory worker who had the job of fitting the black control surround panel with those inaccessible brass wing nuts.

I have had over the last year or so reason to remove this panel for bulb replacement etc, and invariably my biggest problem has been to actually put the wing nuts in place and at the correct angle on the threaded shank before tightening them.

On the last occasion I drilled out the first few threads of each wing nut with a 3/16" drill to a depth of approximately 1/8" and by so doing I found reassembly so much easier — the wing nut actually holds itself in place on the threaded stud and all you have to do is turn!

I wonder if this little dodge is of help to anyone tackling this small but sometimes frustrating task.

**FOR SALE**  
**WORKSHOP MANUALS**  
**AND HANDBOOKS**

For the Mayflower, in mint condition. I also have manuals for most other vehicles in good condition including one for the Triumph Renown

Contact Tony Booth on  
01993 811642 for more details

The spring like weather in early February proved very tempting when I paid one of my visits to the Rufforth Auto Jumble near York, held on the first Saturday of every month. This has become a very popular event in the north of the country and I decided to give my Mayflower its first run since November.

After priming the petrol pump I was pleased to find the car fired first time and I completed the mile round trip without a hitch. Mayflower material appears only on rare occasions these days, invariably I have been able to pick up the odd head gasket but even the Flying 9 and 10 gaskets are proving hard to find. There are still some bargains however; brand new plugs at £1.00 each and contact break points at £3.00, so

Summer's on the way!!

Why not buy a

**CLUB**

**T-SHIRT**

**with embroidered logo**

White in sizes Medium, L, XL

*Available from the  
Spares Secretary*

apart from the satisfaction of soaking up the jumble atmosphere I didn't consider my journey a waste of time.

I hope all members are looking forward to the coming summer and I would like to conclude by wishing trouble free motoring to all Mayflower owners and hopefully we may meet at Gaydon and Kimbolton.

Peter Benfield, *Chairman*

## **MILD STEEL EXHAUST SYSTEM**

Front Exhaust Pipe Assembly — Part No. 300505 — £22.50

Tail Exhaust Pipe — Part No. 300162 — £20.70

Silencer Box — Part No. 300355 — £24.70

*Available from the Spares Secretary*

## **Most Membership Subscriptions are due for renewal on 31st March 1998**

Please complete the coupon on Page 13 and send with your  
cheque to the Membership Secretary

**Help us keep costs down by sending your subscription EARLY**

# Rally news

by Howard Pryor

AS YOU now know we are rallying at Kimbolton Castle, Cambridgeshire on July 19th, together with the Renowns and Roasters.

This year promises to be the best yet, you will read elsewhere in the magazine about our hosts, The Sporting Bears, and a little of what they do for children's charities.

In case you missed it in the letter I sent to you regarding this Rally we have been jointly allocated space for 150 cars. That means there is plenty of space for you to attend and I would like to see 35-40 Mayflowers. If that number could be achieved it would be absolutely fantastic for the club.

New for this year is a Participation Certificate to be issued at Rally Control for members attending with or without a car. It was generally considered at committee level that if you attend you are entitled to your certificate.

The certificate has been specially designed for this event with features common to all of the clubs cars, the globe and radiator.

Our bring-your-own-food BBQ is back this year we are doubling the size with two 50 gallon oil drums, so don't forget to bring your food ready to cook at lunch time.

As mentioned previously Concours, Non-Cours, Distance Awards, etc will all be run by each club individually as in the past years.

A 50ft by 30ft marquee will be erected on site for us all to use. It will be sub-divided into smaller areas, one for each club, to sell spares, regalia, etc. Another for Rally Control, and one for the Tombola whose profits will be donated to the Sporting Bears at the end of the rally.

## Displays

Additional activities put on by the Bears include Honda Goldwing rides, Tethered Balloon rides, Ferret Racing, Rare Breed Cattle, a Craft Fair and a working arena with Police Dog Displays, Battle enactments and other Car Club Displays plus lots more. So there must be something for everyone to enjoy.

**LIMITED NUMBER  
OF  
MAINS  
BEARINGS  
NOW AVAILABLE**

From the  
Spares Secretary

Tony Beadle from *Triumph World* has promised to attend the rally and donate some yearly subscriptions to the tombola.

Last year there were at least 75 Triumph Stags and a large number of Triumph 2000s and 2.5s in attendance at this already established venue. So you see this rally really is a must to renew old friendships and make many more new ones.

Doug and Joan Sewell of the Triumph Roadster Club have been instrumental in bringing this rally to Kimbolton. As it is a local venue for them they have visited every hotel in the area vetting them for overnight accommodation for the Saturday night.

There will be a Saturday night dinner, probably at a carvery, but this is not finalised at present. Please telephone me in a few weeks for accommodation details and Saturday night dinner arrangements.

## **Gaydon May 30th-31st**

This is being organised by John Oaker and Peter Benfield who have arranged to have a Mayflower of each original colour on show five in total, silver grey, green, black, blue and maroon (an early colour) which should give an attractive display.

We are again sharing this area with our friends from the Razoredge and Roadster clubs. All members are welcome to visit and please make yourself known to the people on the stand.

I will be looking for display cars later this year and early next for shows at Ascot, Sandown Park and Stoneleigh NAC. If you wish to show your car please contact me as soon as possible on 0181-440 8623.

Please give your support *this is your club*. Happy Mayflowering see you there.

## **SECONDHAND**

### **PETROL TANK**

Sound condition

Other secondhand items available — ring for details

PHONE: 01322 221493

# Triumph Mayflower one-off prototype

**Registered 1st April  
1950**

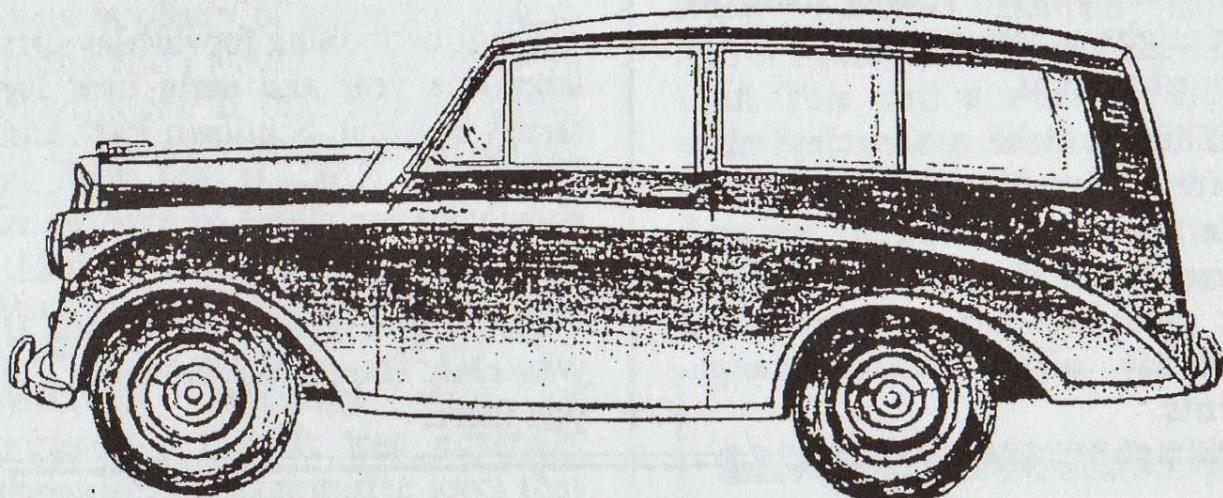
HOWARD PRYOR would like more information on the one-off prototype that it is understood was built in the Canley factory in Coventry towards the end of 1949.

It is understood that this is the same vehicle (FOO 1) that was first registered as a 'Hearse' on 1st April 1950 and was subsequently re-registered as an Estate Car (APR 1L in 1972).

We only have an artist's impression, unearthed recently whilst scouring the club's archives for information for the magazine.

Any further details, photographs, sales brochures etc would be most gratefully received.

Please contact either Howard Pryor, Phil Benson or Steve Coulman



## WANTED **MAYFLOWER MEMORABILIA**

As part of my 'research' into the Mayflower I am seeking  
**photographs, magazine articles, road reports and all other  
literature (photocopies gratefully accepted)**

You may wish to share the history of your 'Flower'

*Please contact:*

Stephen Coulman, 23 Park Street, Messingham, Scunthorpe  
South Humberside DN17 3RU · Tel: 01724 767061

# A few words on insurance

by John Oaker, Membership Secretary

YOU WILL have already noticed an enclosure with this edition of *Flower Power*.

It's a bit too bright to look at first thing in the morning, but there are three good reasons to go back and retrieve this document from your bin.

Firstly, the club have negotiated, on behalf of the members, a special insurance deal with Footman James Insurance Brokers. (They already run several similar schemes for other one-marque clubs — for example with the Triumph Roadster Club.)

Secondly, the insurance package negotiated includes UK and Continental breakdown recovery.

So you can take your Mayflower into Europe without the fear of "What happens if I breakdown and there's no John or Peter or Howard to help me find the bit I need..."

Thirdly, the deal gives members very competitive rates. I'm insured with them because they offered me the cheapest and the best quote.

As many of you know, the Mayflower is my main car, so unlimited mileage, no garage is the name of my game! Then I cheekily asked about my VW Camper Van. They agreed to link it into my Mayflower policy which immediately saved me another £132. And I now don't need to buy AA Five Star Continental Breakdown Insurance — another saving of £215. My French wine kitty overfloweth !!!

So, if your insurance is about to run out, or you're just curious, it may be worth a call, or fill in the form — you never know.

Mention that you are a Mayflower Club member, tell them about your other vehicles and wait for good news.

I recently read in the Roadster Club magazine that one of their members had saved £30 instantly on his renewal.

Insurance needn't be boring after all.

## ARTICLES WANTED FOR FLOWER POWER

Articles on restorations, rally visits or on any topic connected with our cars. Your stories help to make your magazine more interesting

Please send your story to:

Phil Benson, 4 Dunlin Close, Redhill, Surrey RH1 5HJ

# 75 Years of Triumph Celebration Rally

**at Gaydon on  
31st May 1998**

*Planning Meeting held at Gaydon on  
Saturday 28th February*

REPRESENTATIVES of eleven Triumph clubs met at the Heritage Centre Museum on Saturday 28th February in order to plan for the Celebration Rally that will be held at the Centre on Sunday 31st May 1998. (The rally will be preceded the night before with a Celebration dinner. Details elsewhere in the magazine.)

The representatives attending on behalf of The Mayflower Club were Peter Benfield (Chairman) and John Oaker (Secretary).

In order to be there in good time Peter Benfield left home at 4.30 am after clearing 4.5 inches of snow from his newly acquired BMW 316I. Wisely not taking the Mayflower in view of the weather and the day's round trip of 380 miles.

John was more fortunate, having about 120 miles to do in the day.

*[On behalf of all members, thanks boys for giving up your time and energies for us. — Ed.]*

The other clubs in attendance were as follows: The Pre-1940 Triumph Owners Club; The

Triumph Roadster Club; Triumph Razoredge Owners Club; Triumph Drivers Club; Club Triumph (Eastern); Triumph 2000 Register; Club Triumph; TR Register; Triumph Sports Six Club; Triumph Stag Owners Club.

In general, most representatives were impressed with Gaydon and what it had to offer. There seemed to be all the makings of an excellent set-up for 31st May.

Already organised were commentating to be undertaken by Graham Robson the well-known Triumph Sports journalist, and Vehicle Judging to be performed by Tony Beadle the Editor of *Triumph World* magazine.

Other Guests scheduled to appear on the day include Tony Ponds the famous rally driver whose amazing exploits in the Works TR7 rally cars are no doubt familiar to many.

## NEW ITEM

**FRONT  
HANDBRAKE  
CABLE FOR  
LEFT-HAND**

**DRIVE**

Part No. 200422

£16.00 + Postage

Available from the  
Spares Secretary

On the day there should be plenty to see and do, including cinema presentations and a jazz band to name but two.

The planning meeting was chaired jointly by Hazel Gore and Jane Roche of the Heritage Motoring Centre.

## Charges

**Charges:** apparently, at a previous meeting it had already been agreed that an entrance fee of £4.50 per car would be charged for all cars to cover the driver and passengers.

This was challenged by several people present and after a full discussion it was eventually agreed that some exceptions should be made and 'free passes' issued.

The various clubs advised their requirements, and were allocated their passes. Since no club got more than 12 passes, it would appear our representatives fought our corner quite effectively, gaining us no fewer than nine passes.

Five of these will go to the five members exhibiting their cars at the show — one in each colour manufactured black, green, burgundy, blue and grey.

The other four passes will be formally allocated by our Chairman, and ratified by the Committee at the AGM on Sunday 29th March.

It was accepted that there may be some criticism of the charging

structure involved, but HMC were able to make a very strong case for the charges to be levied. In particular it was stated that the income on the day is an unknown quantity. HMC do have standing charges to cover to pay for such items as eg, catering and policing etc, that have to be pre-booked and pre-paid.

There was a discussion on the oldest known Triumph in existence, which had been identified as a 1923 Triumph 10/20. This car is owned by an elderly gentleman who lives in Ireland. Although unable to finance the trip himself, he was willing for the car to be brought to the rally if the clubs were prepared to make donations to assist with costs.

After a short debate it was agreed that the eleven clubs would donate £50 each towards the transportation costs.

## Programme

A special souvenir programme is being produced for the event. This is being organised by Bill Bolton from Club Triumph. Although costs will in part be covered by some advertising revenue, the intention is that this programme will contain material produced by all the participating clubs and will be a special memento for all Triumph aficionados attending the rally.

In order to produce the programme professionally, the 11

clubs agreed to donate a further £50 each towards the programme set up costs.

John Oaker reminded the meeting that some of the clubs were quite small in comparison to others, and that the above costs were almost £1 per member, as against a few pence per member for the larger clubs.

Everyone at the meeting, and especially representatives of HMC stated that they could sympathise with this view, and HMC speaking on their own behalf reiterated that they were not trying to fleece the clubs involved, and appreciated their support. It was agreed that if a club really were in financial difficulties they should donate only the amount they could afford. As TMC is well managed and generally a prudent club we shall make the full donation, bearing in

mind the following suggestion given at the meeting by HMC.

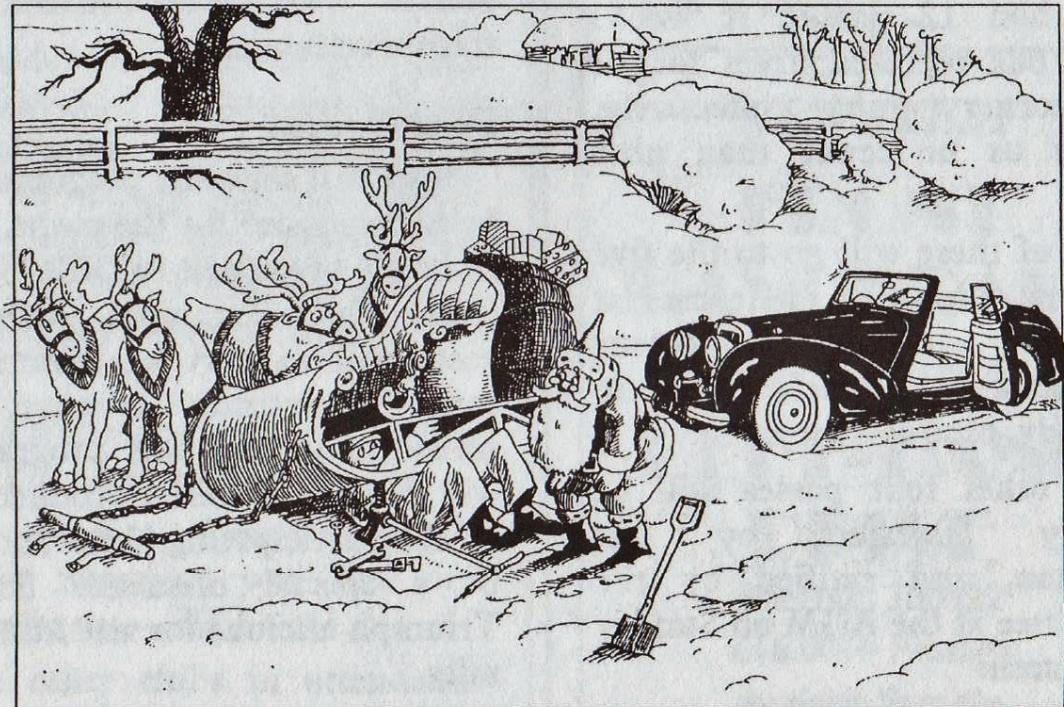
They suggested that if the day is heavily successful, and creates better than expected income, they will consider reimbursing the clubs costs described above.

After a short debate it was agreed by the meeting that Steve Coulman, our club historian will be provided space to mount a display on the Triumph Mayflower's history. Please pass on any contributions that you think might help his display.

Clearly, Steve will return any items loaned to him soon after the event. If you have something in mind give him a ring on 01724 762061.

The meeting closed about 1600.

Remember, this should be a great day out so make a note in your diary of 1998 events and go!



*Copy of the Triumph Roadster Christmas Card*

# TRIUMPH MAYFLOWER CLUB

Please reply to:

John Oaker, 19 Broadway North, Walsall, West Midlands, WS1 2QG  
28-02-98



Worldwide Membership

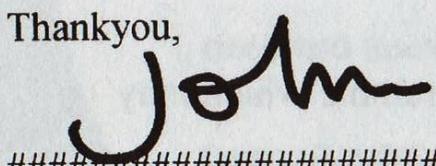
Dear Member,

Please note that most members annual subscriptions are due for renewal at the end of March.

United Kingdom members £20 per annum  
Rest of the World members £26 per annum

For your convenience I have included a return slip with this letter. If you would like your new membership card by return of post please enclose an s.a.e. Failure to do so means that your new membership card will come to you with the next edition of Flowerpower.

Thankyou,



#####
Please find my enclosed cheque / money order for

£20 U.K. membership or £26 world membership

in order that I continue as a member of the Triumph Mayflower Club until 31st March 1999.

World membership must be paid in some form of £ sterling, as the bank transaction and exchange rates are so silly!

However, any members in USA or Canada who would like to pay in U.S. dollar could make out a personal cheque payable to John Gogay for \$35

\_\_\_\_\_ signed \_\_\_\_\_ member number

Reasons to complete the attached form and return it to

Hazel Gore,  
Heritage Motor Centre  
Gaydon  
Warwickshire  
CV35 0BJ

- 1) Cost of adult entry = £4.50
- 2) You will receive a vehicle pass that will make your entry easier and quicker
- 3) You will receive a plaque commemorating the 75th Anniversary of Triumph Cars
- 4) You will receive a souvenir programme which may not be available on the day.

Reasons to ignore this advice

- 1.) You will be charged £5.50 entry per adult
- 2) You will most likely spend some time trying to gain access to the sight
- 3) No freebies



# Heritage Motor Centre - Gaydon

## Triumph 75<sup>th</sup> Anniversary

30/31 May 1998

### ENTRY FORM

*Closing date for entries 22nd May 1998*

Name \_\_\_\_\_ Address \_\_\_\_\_

Postcode \_\_\_\_\_ Telephone No. \_\_\_\_\_

Club \_\_\_\_\_ Membership No. \_\_\_\_\_

Registration no. \_\_\_\_\_ Model. \_\_\_\_\_

#### Entry Fees for Full Weekend Package (2 Days)

Driver

Additional Passengers: Adult

Child under 16

Child under 5

Evening Supper (Saturday 30th)

Number	Cost	Sub Total
	£4.50	
	£4.50	
	£2.50	
	FREE	
	£7.50	

#### CAMPING (including Shower/Toilet Facilities)

##### No. of Nights

Caravan/Tent £10.00

per unit per night

3 (Fri, Sat, Sun)

2 (Sat, Sun)

2 (Fri, Sat)

1 (Sat)


##### TOTAL PAYABLE

Please return form with cheque made payable to B.M.I.H.T.  
to Hazel Gore at Heritage Motor Centre, Gaydon, Warwickshire, CV35 0BJ  
*All tickets paid for will be sent to you with a Vehicle Pass on receipt of Entry Form.*

#### ADDITIONAL INFORMATION (Please tick if required)

Autojumble Plots  Trade Stands

\*Days attending: Saturday  Sunday  Monday

*\* These are not to be taken as firm commitments but it does give us an idea of likely numbers for planning purposes.*

**NOTE: Without pre-booking you will pay normal Gaydon entrance rates on each day.**

# 75 Triumphant Years.

**Celebrate the Triumph marque  
Sunday 31st May 1998**

- \* Triumph Displays and Exhibitions
- \* Guest Speakers Open Forum
  - \* Triumph Archive Display
- \* Autojumble and Trade Stands
  - \* Quiz and Competitions
  - \* Children's Entertainment
  - \* Marque Merchandise
    - \* Pig Roast
    - \* Jazz Band
- \* Best Car of the Day Award
- And much, much more...**

**One Classic day out.**  
HERITAGE MOTOR CENTRE

# Unhappy memories . . . of our 1997 Rally

*by Martin Bishop (643)*

I HAD A very busy year with work, holidays and a house extension, which I built at the weekends, so I was looking forward to the annual rally, the only one I would have time for, so off with the cobwebs and out with the polish.

FDO 434 looked good ("Look out Howard," I said to myself).

So off we set, nice and early on a lovely summer's day with Carol, my wife (who would rather be watching paint drying), Adam and Charlotte, our two children.

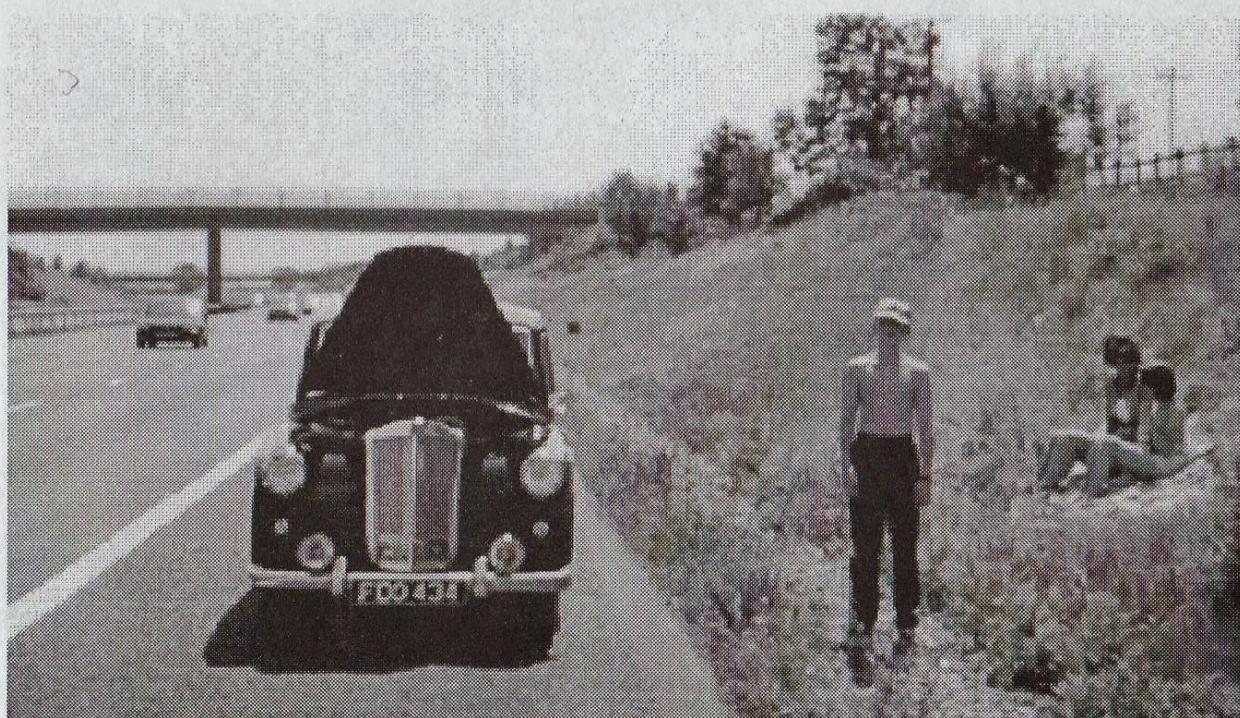
First hitch up, a long queue at junction 13 of the M1. That would have been all right but it meant queuing up a very steep hill so turned round for a detour of 10 miles.

Everything was okay, we hit the M40 at junction 9 with plenty of time to spare, and so we stuck at about 45 mph.

Not for long though, there was an almighty bang, crash and steam poured out of the bonnet.

I pulled over, only to find we had blown a core plug, not a nice feeling. What do I do now I thought.

We got the rug out and sat on the grass verge. Being an owner of four cars, two new and two classics I should be a member of some recovery service, but I wasn't, what a fool.



Remembering what a friend had told me, that with the AA it is you that is covered, not the car, so on the mobile I was to my friend (that's all I will tell you).

## No picnicing

Whilst we were waiting a police car came by and stopped. The officer said "You're not allowed to picnic on the motorway."

The nice AA man came along half an hour later, towed us off the motorway with a rope, off the next slip road to a garage but nothing could be done. So he said we would have to wait for a trailer type vehicle to tow us home as we were about 45 miles away from home.

It was going to be a very long wait, about two hours.

So we had our picnic on the garage forecourt (Carol got drunk). The AA vehicle arrived, one of the busiest days of the year, he said. A lot of cars overheating, even modern ones.

We eventually got home about four o'clock in the afternoon, about the time the prizes were being given out at the Rally.

No prizes for me this year!

Hope you like the pictures.

By the way no bad damage was done, the engine only needed a new core plug.

I was so glad to find out that the 1998 rally is being held at Kimbolton Castle, which is only 15 miles away from my gate. I will be there!

PS I am now a member of the AA.



Letters

# Santa run

Dear Phil,

Hope all members had a great Christmas, (we did in Somerset) and are enjoying a happy New Year, ours looks like being extremely busy, exciting and fruitful.

As promised are enclosed some photos of our local clubs' (Vectis Historic Vehicle Club) Santa run.

This took place the Sunday before Christmas. We all met at Coppins Bridge upper car park (known locally as 'cock-up car

park' due to the country's second most complicated roundabout being situated below it) at around 10.30 am for inspection and photos.

We then set off on a leisurely drive through Newport (centre of the island) to the amusement of lots of children, out through Carisbroke (home of Carisbroke Castle) on to the middle road as far as Chessel.

We then turned left heading towards Brightstone and a pub called the 'Three Bishops'.

The run didn't take as long as the organisers had hoped because we were in the lead! (I expect Rudolf had had his Weetabix!). We



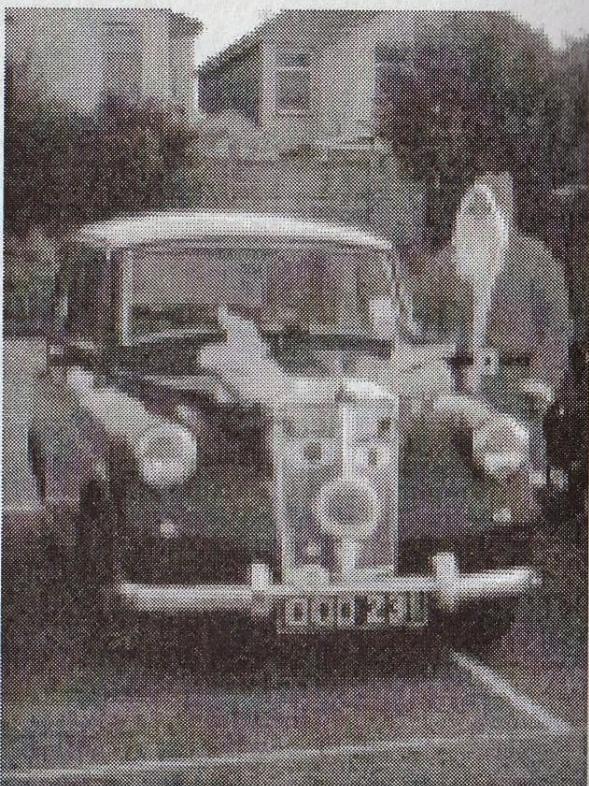
## FLOWER POWER

therefore arrived rather early to the surprise of the landlord, catching the staff in the middle of cleaning all the pipes consequently the only beverages available were either warm or fizzy.

We all had a very pleasant lunch in a charming old pub. The weather was so sunny and warm that the children all ate outdoors which meant we could talk to humans (oops, I meant adults).

We are looking forward to meeting up with the gang again this summers, Trudy permitting.

Regards  
The Hunters, Isle of Wight



*Trudy with Helen and family*

Letters

## Honourable Flower

To: Mr John Oaker

I received a thick envelope that was sent from you! Thank you very much for your kindness. I have a friend who lives in Lancaster, Mr Thomas Pye, he used to visit our family one or two times a year.

One day I told him about the motorisation around the day of my teenage. After the World War 2, Japanese street was covered by US cars. But among them I found an elegant tiny British car "Mayflower"!

Since then I tried to find (to see) that car, but no more on Japanese road, because of current

motorisation toward new, fast, convenient cars.

Mr Thomas told me there's one Mayflower sleeping in the next door garage. So I have visited Lancaster with my car-doctor, and got in hand and imported from your country.

You may not imagine how I was happy to meet Mayflower again since 40 years. I'm joining the Mercedes Veteran Club and I enjoy joining them at many activities in Japan. But I have one complain; most of the club members are proudly having & keeping old glittering and very expensive cars. It is a little bit stuck up for me (mine is not too classic, 1959 300 SEL).



*A Sunday at the beach, we enjoy out-door lunch!*

When I first visited UK, I bought several classic car magazine and was still keeping. My Mayflower was completely checked the body, wheels, brakes and engine, so it runs very well (but not too fast) It is good for the car, old car mania should have a mind of "be kind". I used to drive ten days each and the pedestrian look at with curious glance, because people cannot see this kind of car in Japan.

But one day suddenly the engine worked very much with big sound. Car doctor says engine gasket is broken. There's no way to find parts. Suddenly I flashed the magazine 1995. And I finally found your tiny article! This is my story about Mayflower that lives only in Japan. So I heartily want to join

honorable Mayflower club, then you will give me another chance to visit you. Also may be able to get many parts in the future.

Now I will enclose 10,000 yen. I think it will be enough. Please send my best wished to all your club members from the Far East

Gansho Asamoto

## Is it catching?

Dear John (Oaker),

I just received a copy of the magazine containing the letter sent in by Peter Peters in Australia. It was a pleasure meeting Peter and his wife Kay. As she pointed out he and I suffer from the same disease. I have and he had *four* complete Mayflowers. I have another three



*Beautiful Mayflower at the front of my house*

that have now become a source for parts.

The English translation of my last name could be interpreted as 'Peters'. How many Peter Peters could possibly have owned four Mayflowers?

If anyone is interested, the reprint of the article that appeared in *British Car Magazine* over here regarding the conversion to Electric Power is located on my internet web site at —  
<http://www.hairdoc/mayflower.htm>

If anyone is interested in exchanging letters etc via e-mail they can get me at [pjpm@hairdoc.com](mailto:pjpm@hairdoc.com)

*Peter J Panagotacos #644  
 (Translation = Member No. 644 — Ed.)*

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*Peter sent a hard-copy of the article through with the letter a reprint of which follows:*

## Charged Mayflower

Triumph's cheeky little razor-edge saloon gets a new lease on life through one enthusiast's obsession with keeping it on the road. With electric vehicles finally catching on with the public, this post-war classic could be a harbinger of things to come.

British car buffs gathered in Palo Alto on September 10 1996 to

celebrate 'wind in the hair and oil in the driveway' during the 18th annual British Car Meet.

This Year's winner, however, had zip without drips and class without gas. An electrified 1953 Triumph Mayflower owned by EAA (Electric Auto Association) member Peter Panagotacos, MD, of San Francisco, whizzed away with the People's Choice Award for the niftiest car in the show.

The car might have won because Panagotacos' eight year old son kept polishing the car throughout the show, but whatever the reason, the little Mayflower sailed away with the prize before the owners of 600 pampered and polished English Classics.

The win startled Panagotacos, who owns seven Mayflowers. He expected one of his other cars, a little jewel once owned by Eleanor Funk (of Funk and Wagnall's

## BREAKING A WHOLE CAR FOR SPARES

Mr Hill of  
 125 Bemerton Gardens  
 Kirby Cross  
 Frinton on Sea, Essex  
 is breaking a Mayflower for  
 spares and is open to  
 sensible offers  
 Tel: 01255 673219  
 or 01255 679071  
 for more details

Dictionary) and a one-time resident of the Ford Museum in Detroit, to take top honours.

*[We were unable to reproduce Peter's hand-written letter on very special stationery — an illustration of a Mayflower is pre-printed on it. However I have written to him asking for a sample which I hope to reproduce in a future edition.]*

*This man really is obsessed. On behalf of the club — Never Get Well!! — Ed.]*

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## Four star

Dear Phil,

The Mayflower hasn't done 1,000 miles this year, what with two episodes of jammed brakes and having had to fit a new battery. Now I suspect that the dynamo is not charging properly!

As I've also had a split in one of the tyres (NZ remoulds) I have decided to adopt my garage's recommendation to swap to radials (185 x 15) at £25 each all round — yes I'm doing the spare too.

I have also got lots of various little fiddling bits to sort out when the weather's better. [Does that phrase mean 'stopped snowing and just above freezing' up there in Scotland? — Ed.]

There is one thing that bothers me at present, the EU ban on leaded petrol and its possible effect on us. Nobody seems to be able to offer an opinion on whether

our cars could be converted (hardened valves and seats to be made? Is there space for the inserts? etc, etc).

I did one day run the tape measure over both the Morris 1000 and the Mayflower and it seems that the former's engine would fit comfortably into the space. Have any readers any ideas on the subject? I have had no response to my earlier letter in *Flower Power* on this subject.

Forbes Alexander

*[I read in the latest edition of Globe (the TROC magazine) that Castrol are to release a petrol additive 'Unleaded Substitute' to alleviate the problems foreseen when leaded fuel is no longer available.]*

*Apparently the product called 'Castrol TBE' is already available in Austria. The mix ratio is 10ml to 10 litres of petrol. The product claims to provide upper cylinder lubrication as well as a lead substitute. I understand from the article that Castrol have confirmed that 'Castrol TBE' will be available before the demise of leaded fuel.]*

*I also understand from Peter Benfield that the valves and seats of a well used engine are likely to have an adequate lead-containing protective layer for at least 12 months running after ceasing to use four-star leaded fuel. How true this is I do not know, but hopefully experience will not disprove the theory. I have also put a few comments into my Editorial on this very interesting topic. — Ed.]*

## Good job

Dear Phil,

Keep on doing a good job on *Flower Power!*

I thought I'd send you a copy of the 'spoof' cover that the Railton boys put out to have a little fun at our expense. It is meant to be the new small Railton Special, but it does seem somewhat similar to our cars?

Whilst I am writing to you, perhaps you would let me appeal for the following items: Wanted — 1. A Mayflower radiator grille housing in good solid rechromable condition; 2. A set of original tools,

or at least a lug wrench (starting handle?).

Many thanks, Terry Sanders  
18 Camelford Place  
Oakland, CA 94611, USA

## Salvage reprieve

Dear Sir,

I am a fellow automobile hobbyist living in Michigan, USA.

A few years back I obtained a Triumph Mayflower from a friend.

The vehicle was in rather a rough condition. In fact it was headed for the local salvage yard to be crushed, shredded and recycled out of existence when I came along and saved it.

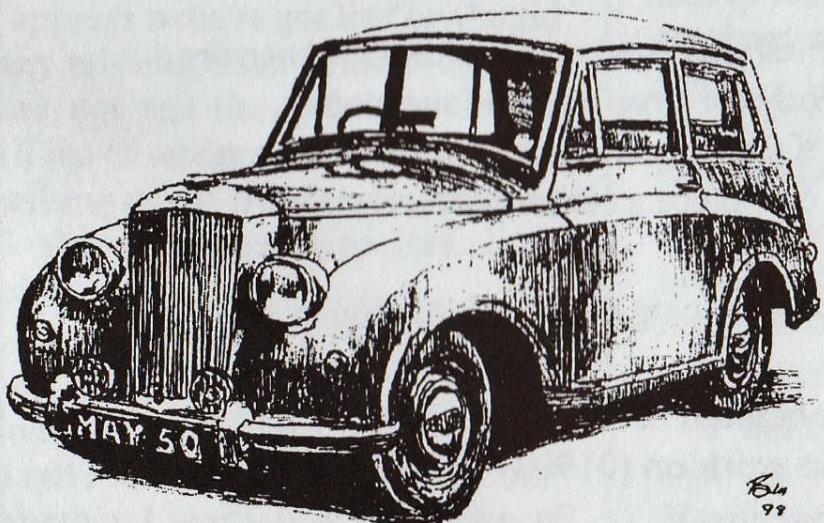
I have finally got around to rebuilding this very interesting little automobile and am in much need of spares to replace damaged and missing parts.

I am looking for the following pieces: radiator grille with 'globe' emblem badge; right side door, just need lower portion, not latch mechanisms or window frame; rear backlite window and rubber seal; turn indicator semaphores.

I would be most grateful for any help



## OWNERS CLUB BULLETIN



## FLOWER POWER

you can provide, especially any contacts in the USA who may be able to help.

Bill Hanke  
55280 Eight Mile Road  
Northville, Michigan 48167,  
USA  
Tel: 1-248-486-0821

*[I've passed your details on to John Oaker, our membership secretary, who will make contact and try to persuade you to join our club. If you do, then I'm sure someone will be able to help you — Ed.]*

## **SECONDHAND FRONT AND REAR BUMPERS FOR SALE**

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## **1951 PROJECT CAR FREE TO GOOD HOME!**

KEN BEAVIS has been undertaking a restoration of a 1951 Triumph Mayflower, but has neither the time nor the space to complete the project.

Ken Has broken three cars to make one good project.

He has a bodyshell that has been welded and repaired and is ready for preparation for painting.

He has lots of parts from the other three cars to complete a restoration.

The car is located at Climping near Littlehampton in Sussex.

Ken can be contacted at home on (01903) 731184 or at work on (01903) 717303

# Does he really mean it!

Dear Ed,

The end is nigh. I've been alerted. I've been given the sign. I've just had my little darling Mayflower serviced and all is not well. I need a new set of points. Would you believe it. The thousands and thousands I spend on my cars, the energy, the perseverance, the dedication, the sheer hard work cleaning etc. Where did I go wrong ...

Well the season is now upon us with a vengeance. It's hard trying to decorate the house, do the garden and a thousand other things and be able to go out on Saturday and Sunday to enjoy yourself. I know which I do! I wear the trousers in our house mates!

I recently had a disaster. I've been driving around with the old 1997 tax disc displayed.

I got the nice new 1998 one but it appears to have got lost or should I say mislaid, until I find it again. I dare not tell the wife. She would kill me or worse — make me do the washing-up or the dreaded ironing of shirts. Please keep my little secret.

I was very pleased to see that the next rally is in Bedfordshire. I would like to take both the Mayflower and the Renown up. Whether I make it is in the lap of the gods. I need another driver!! If

anyone from abroad is going to be in this country at the time of the annual gathering at Kimbolton and would like to see the almost famous Mo! then give me a call, as long as you are young, good-looking, female if possible, charming, got lots of money or have any other good points (such as liking Mayflowers!). Go on, get in touch now — no-one else will bother. Does anyone read my letters ?

## Another car

I've decided to get another car. I came to this mighty decision the other day when I saw a row of TR's in a little village in Surrey, and I just knew the wife would be ecstatic driving around with the roof down, the sun shining, the wind in her long flowing raven hair.

I'll have to stop writing now as my imagination is getting the better of me, just thinking of her. My wife is a real good 'un.

So, if any of you out there would like to sell me a TR on the cheap or maybe swap me one for the pair of mine — fine examples of Triumph cars (1948 TD and 1953 Mayflower) then give me a call.

Alternatively I'll consider swaps for the wife ... but please don't call me at home on that one ...

Dave Stafford Tel: 0181-656 5844

*(I think he would only swap the wife and/or the TD, but not the Mayflower, I might be wrong though — Ed.)*

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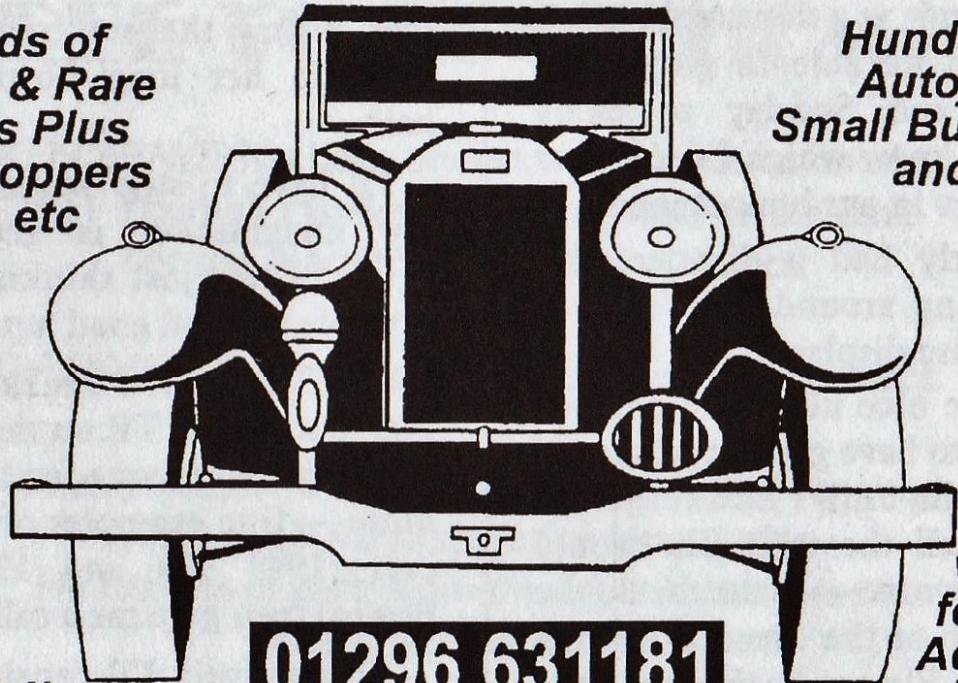
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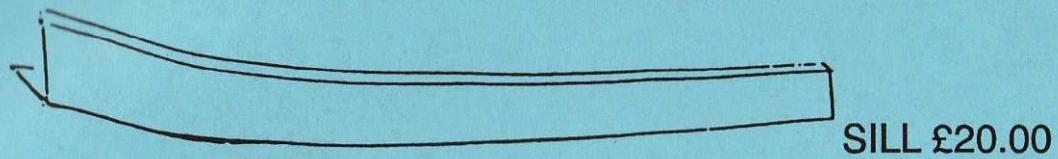
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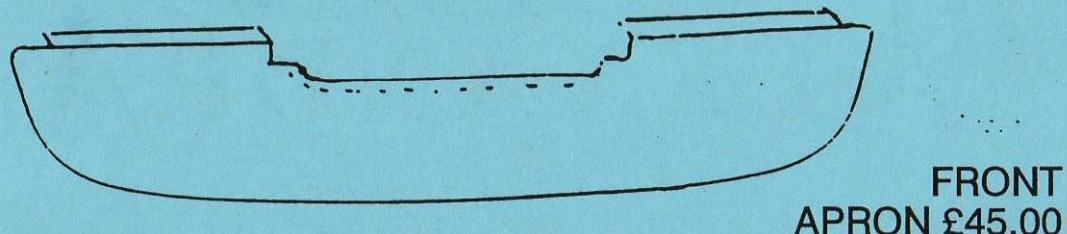
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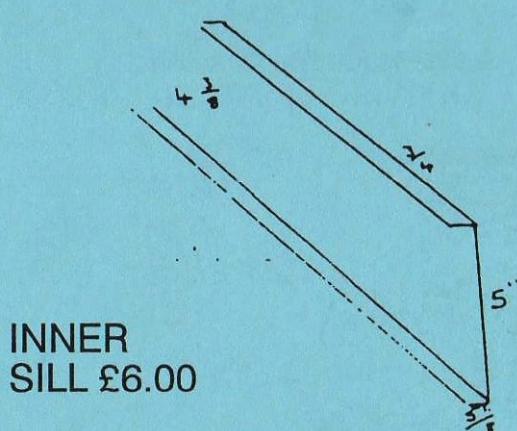
Parts for the Triumph Mayflower



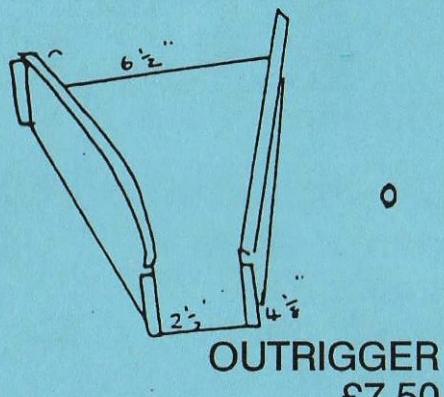
SILL £20.00



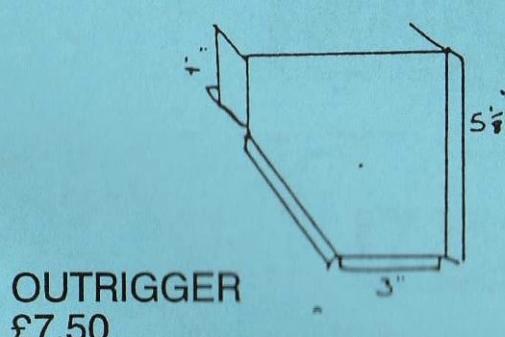
FRONT  
APRON £45.00



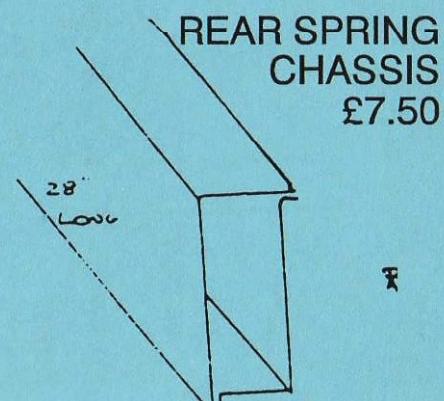
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